11.
—7-9-96.

Political (1896) Department.

~~ORDINARY~~

~~G.O., No.~~

Confidential No 155.

DATED 5-12-96

C8
40

[Despatch Abstract.]

Re roads in the planting districts of Travancore

BACK PAPERS.

G.O.	No	Department.	Date.	G.O.	No.	Department.	Date.
DO	124	[illegible] 3-3-91					
"	157	[illegible] 17-3-91					
"	194	[illegible] 15-4-91					
"	226	[illegible] 9-5-91.					

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
File C No 3669 of 87							

300—29-7-96.

Political (1896) Department.

D. O. No. 655

From The Hon Mr J. D. Rees C.I.E.

D. O.

E

No.

Dated 16
Received 19 } Nov 96.
Registered 19

Enclosures two

Spare copies. one of Encl

SUBJECT.

Requests that certain papers may be dealt with as H.E. the governor wished to speak to him on them

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

CHIEF SECRETARY * GOVERNMENT OF MADRAS *
19. NOV. 1896

DO 655

THE RESIDENCY
TRAVANCORE & COCHIN

~~S.A. What papers are these.~~

Nagercoil. 16/11/96.

~~Show for once~~

My dear Arundel

Ad 19.11

As H. E. The Governor said he wished to speak to me about Travancore affairs, would you very kindly, if no objection exists, deal with Quilon Cant, Tangacherry, Planters Roads, & any other matters under reference, so that I may

S. A.

Look up these papers & send with note for Sir [illegible]. Mr. Rees will probably be here on ~~20st~~ 20th or 21st.

NL 19. 11. 96

be able to offer any

explanations required

not only to His Excellency,
& Hon'ble Members of Govt
but to yourself.

The letters sent may

arrive in time. I hope they

will. I've no telegram from

you, but as I must leave

by 19th at latest to catch

Telegram sent.

my ships have 3 days

in Madras I shall

conclude I may hand

over by telegram from

Madras as Thomson

did the other day.

Yours sincerely

A. D. Rees

[G. / 9]
300—29-7-96.

Political (1896) Department.

D. O. No. 661

From
Hon Mr J.D. Rees, C.I.E.

D. O.

No.

Dated 11 } Nov 96.
Received 20
Registered 21
Enclosures two
Spare copies. ~~one~~ of one of the Encl.

SUBJECT.

Re construction of roads through the planting country of Travancore

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

CONFIDENTIAL.

CHIEF SECRETARY
20 NOV 1896
GOVERNMENT OF MADRAS

September 26th.—Left Trivandrum at night and travelling day and night continuously reached Peermaad, 159 miles, on morning of September 29th. Here I was delayed until October 5th owing to the difficulty experienced in getting transport for the further journey.

October 5th.—Left Peermaad at 7 A.M. The widening and metalling of road from Kottayam has not been begun; the road from Peermaad to Bon Ami is in bad condition and needs retracing in parts and more attention. The expenditure of the allotment of three lakhs on the ghât road has not been commenced. I understand that Mr. McLeish has not yet begun the widening of the road.

Reached Kumili, 24 miles, after halt at Periyar crossing, at 5 o'clock P.M. A boat on its way to Madras from Periyar works blocks the main road.

October 6th.—Visited Tekkadi and Periyar dam. Left at 4 P.M. Road to Gurunooth eroded by the river and in one place is dangerous. Left at night for Kombay, in country cart, having ridden so far. Got to Kombay at 4 A.M. Total 33 miles.

October 7th.—Rode from Kombay to Bódináyakkanúr 12 miles. Brother of late manager complains of delay in getting patta for land near Mettu, but that seems to be due to his having taken more than the extent for which he applied. Strict dealing with this case might prove a wholesome check on the laxness which has too often prevailed in this respect.

October 8th.—Rode to Mettu by steep ghât. Query if the tariff valuation of coffee should not be raised to something approaching actual value, and whether export duty might not be levied on tea if funds run short for road developments, which is not the case now, and whether regulations on this behalf generally should not be simplified. Rode on to Devikulam past acquisitions (500 acres), of Mr. Knight, and 400 acres of Sir John Muir, the latter case being complicated by the claims of hillmen, who went to Trivandrum lately to plead their cause with results of which I am ignorant. To Baron J. vonRosenberg's past his estate at Devikulam. The road all the way till the top a very rough bridle-path. Total distance 28 miles from Bódináyakkanúr.

October 9th.—Rode from Devikulam to Munaar, 9 miles, by a road made by old N.T.L.P. Society. At the river is a wire-bridge made by the new company. Across the river is the bungalow of Mr. Milne, the general manager. Rode on to Nagamalai, 4 miles, and saw the gorge of Munaar down which Valentine's trace goes. Below the gorge and outside the concession the new company is opening 500 acres purchased for 75 rupees an acre from Travancore Government. Total distance travelled 17 miles.

October 10th.—Rode with Mr. Milne and Mr. Muir by Valentine's trace to junction of Munaar with Nallathanni stream, and thence by new company's new bridle-path, past their clearings through grass, $3\frac{1}{2}$ miles to saddle, and then $7\frac{1}{2}$ miles down the forest by their bridle-path by a gradient of 1 in 17. The path is cut in soft earth with very little rock. At the 11th mile from Munaar bungalow we left the road and walked up to Pisgah Point, $1\frac{1}{4}$ mile. Thence we saw the bridle-path below us going towards a big bluff, behind which it passes and continues through forest for $14\frac{1}{2}$ miles, but is only rideable for $\frac{1}{2}$ mile beyond the 11th, though earthwork is nearly completed all the way. From Pisgah we saw how to join this road from Aneikolam, where it now ends, to Valentine's trace, would entail crossing several ridges, three at least, and deep valleys and we saw how the line the new company favours would go, the direction only, presumably along the valley of a river, Nadiyar or Ideyar? and this would cross the Periyar just before its junction with the Ideyar? The road would then go on to Kodamungalam or to Hassamanur. The latter line looks a very good one, through large villages to Ahlwaye. The company has spent upon this road about Rs. 28,000, the cost being for earthwork, clearing, tracing and establishment Rs. 1,400 per mile, excluding bridges over

20 feet span, revetting and blasting. Adding these latter items, the total spent comes to about Rs. 35,000. Returned to Munaar, 12½ miles, and thence rode along Valentine's trace to foot of Aneimudi, past new company's clearing, Mr. Tollemache's estate, and Nayamakad estate of new company, thence up to Aneimudi saddle. Distance 9½. Total of day 34 miles.

The new company has opened and planted about 2,000 acres, and will plant 2,500 more by next monsoon.

Complaint is made that Mr. Vermede has too large a range and is often absent; also that there is no J.P. at Devikulam.

The new west road had suffered very little in the late unusually heavy monsoon, which disposes, so far, of the argument that a road is impossible by reason of the violence of the monsoon in this direction.

October 11th.—Walked from Aneimudi to Tulliar after waiting in vain for clear weather in order to view from summit the whole concession, and the surrounding country. We could however, owing to heavy rain and mist, only see Hamilton's plateau and the Tulliar valley. Tulliar was opened by the late society, and purchased by several of its members, and adjoining it is Kedagamudi and Vagavarrai, and below it Luckham belonging to Mr. Turner. All these estates are under coffee which does well here. On the slopes of Aneimudi the turf, and the wild flowers are exactly like those of the Nilgiris. The mountain however is far finer and bolder than Dodabetta, and gives the impression of great height.

October 12th.—Rode down the new trace (Valentine's) upon which late society operated, taking out the earthwork and widening it, leaving frequent gaps, down to Chennar. We only went within a mile of Nachivayal, or 10 miles from Tulliar. The late society spent about Rs. 25,000 for opening this route and in improving it and the Diwan promised a contribution of Rs. 12,000 on completion of a cart-road from Tulliar to Chennar. Not one mile however has been opened and no grant-in-aid has been drawn. The old society made the bridle-path wherever the work was easy, and left it where it was difficult. The consequence is that not Valentine's trace, but an old goat track up the valley by which we returned is that now in use. It too is only just practicable for horses and pack animals. The new company is now opening out the new (Valentine's) trace from Chennar upwards, and has done a good deal of work. It has spent upwards of Rs. 17,000 and probably the new bridle-path right through will be open up to Tulliar by the end of the year. Total travelled 20 miles.

At Munaar it is believed that the elephants taboggan on down a steep clay slope in the estate, and coolies aver that they have seen them so occupied on moonlight nights.

October 13th.—Rode by Valentine's trace from Tulliar to Munaar or Aneimudi saddle. This is a portion which must necessarily be connected with the route to the west, if that in preference to the northern route is ever made a cart-road. There is now a very fair path leading to the Nayamakad estate of the new company. Thence we went up Aneimudi to the summit, again hoping to view the concession, and the surrounding country from that point of vantage, but were again disappointed, descended in torrents of rain, and rode on to Munaar. Total travelled 21 miles. When heavy rain falls, the precipitous sides of Aneimudi become in an extremely short time one almost continuous waterfall, and descent without a guide would in such circumstances be by no means free from risk.

A question has arisen as to paddy cultivation in the concession, and whether a perpetual grass-land rental of As. 2–6 will have to be paid for such shifting, or at any rate precarious, cultivation. This has been referred to the Diwan. It is desirable both from the Sirkar and the company's point of view to encourage such cultivation.

October 14th.—After discussing the road question with Messrs. Milne and Muir and Baron J. vonRosenberg rode across the old society's trace to Manali 6 miles.

October 15th.—Marched from Manali to Devikulam, 3 miles, thence to Kolugamalai, 10 miles, and 13 back, 26 miles in all. Saw some of the estates of the Devikulam estates company. Saw Messrs. Martin, Claridge and Schmidt, all planters, within the concession.

October 16th.—Marched down Suryanalle valley from Manali to point of junction with road to Sandramparei and then on to latter place. Rain so heavy that crossing Panyar was difficult and the Sandramparei river too was almost impassable. One of my coolies was washed down some way. Distance 16 miles. Camped at Cardomum camp.

2. The following statements show in what outlets different groups of estates are most immediately interested :—

I.

MEMORANDUM showing cultivated areas of estates that would be served by the western outlet Munaar to Kodamangalam *viâ* Aneikulam.

Names of estates.	Area now.	Extensions, 1897.	Remarks.
	ACS.	ACS.	
(1) Aneimudi	358	..	Tea and cinchona.
(2) Devikulam	211	..	
(3) Kolamankay	93	..	Cinchona.
(4) Kanniamallai	150	Say 50	Tea.
(5) Kuddalar	5	,, 50	Coffee.
(6) Lockhart	219½	,, 50	Tea and coffee.
(7) Manalle	156	,, 25	Coffee and cinchona.
(8) Nallathanni	22	..	Cinchona.
(9) Parvithi Upper	89	..	Tea.
(10) Do. Lower	99½	..	Coffee.
(11) Chokanad	150	300	Do. and tea.
(12) Lutchmi	372	200	Tea and coffee.
(13) Naimudi	275	75	Do.
(14) Nadiar	..	300	Do.
(15) Nallatanni	175	300	Do.
(16) Nyamakad	241	300	Do.
(17) Munaar	144	250	Do. and coffee.
(18) Periakanal	..	200	Coffee.
(19) Pullyvassal	..	200	Do.
(20) Peria Vurrai	425	300	Tea.
(21) Sevenmallai	375	250	Do.
Total cultivated ..	3,560	2,850	
Extensions, 1897	2,850	..	
Grand Total ..	6,410	2,850	

NOTE.—(1) belongs to a company formed to work land purchased from the original society formed by the concessionaries, Messrs. Munro and Turner; (2) belongs to a company which purchased the estate from the original society; (3), (4), (5), (6), (7), (8), (9) and (10) are estates opened or bought by various proprietors; (11)—(21) belong to the company formed by Sir John Muir, which has purchased all the land available out of that belonging to North Travancore Land Planting Society, formed by the original concessionaries.

II.

MEMORANDUM showing cultivated areas of estates served by the Tulliar-Chennar section or northern outlet.

Names of estates.	Area now.	Extensions, 1897.	Remarks.
	ACS.	ACS.	
(1) Benmore	144	..	Cinchona and tea.
(2) Craiglamont	58	..	Coffee.
(3) Kedagamudi	167	..	Do.
(4) Luckham	125	..	Do.
(5) Sothapara	347	..	Cinchona.
(6) Gundumallay	150	300	Tea.
(7) Tulliar	390	..	Coffee.
(8) Vagavarrai	170	..	Do.
Total cultivated area ..	1,551	300	
Extensions, 1897	300	..	
Grand Total ..	1,851	..	

NOTE.—(5) belongs to Tulliar Valley Planting Company, an offshoot of the original society; (6) belongs to the new company (Sir John Muir's); (7) belongs to private parties who purchased from the original society; (1), (2), (3), (4) and (8) belong to private parties.

III.

MEMORANDUM of high range estates that might be served by either northern or western outlet.

Names of estates.	Area now.	Extensions, 1897.	Remarks.
	ACS.	ACS.	
(1) Chittavarrai	101	..	Cinchona.
(2) Currinkulam	50	..	Do.
(3) Goodaralle	196	..	Do.
(4) Harehatoh	51	..	Do.
(5) Puniar	..	Say 200	
(6) Staple grove	120	..	Do.
(7) Yellaputti	250	150	Tea.
Total cultivated area ..	768	..	
Extensions, 1897	350	350	
Grand Total ..	1,118	..	

It will be seen that at present the estates served by the western route cover an area of 3,560, while contemplated extensions by the new company, which has a capital of upwards of nearly two million sterlings, will also be best served by that route. A comparatively small area will be served by the northern outlet. This is looking at the matter for the moment solely from the point of view of the planters' requirements, and without regard to the fact that all must profit by the opening of either route.

3. Reference has been made above to the work done by the old society on the northern or Tulliar-Chennar road. The following memorandum shows what has been done by its successor, the new company, which estimates that for Rs. 18,000 the conversion of this route into a good solid pack track from Tulliar to the frontier can be completed:—

MEMO.

Earthwork for a cart-road on Mr. Valentine's trace had been done prior to new company taking over, on about 17 miles.

The present contractors are making this trace into a 5′ in the solid pack animal road (6 feet to 8 feet over all) cutting earth where not already done. Blasting out rock obstructions, paving drain crossings, building culverts, and revetting, where necessary, to make the road safe, and the work has been completed for 12½ miles, that is, to 6 miles above Muryoor and 6½ miles below it, at a cost of Rs. 17,000 this year. Previously spent on it Rs. 25,000.

One deviation of about a mile has been made at Jillamaad hill where the trace ran along the face of a perpendicular precipice which would have cost a great deal of money to blast out.

The engineer in charge, Mr. Blair, estimates that, with favorable weather, the whole should be open for pack animal traffic not later than 31st December of this year.

The contractors are Messrs. Carbry and Johnson.

The Collector of Coimbatore has intimated to the society that the Local Fund Board have decided to join up their road system from Udamalpet and Manputty to Chennar with this road, and it is understood that the survey has been made and the work actually arranged for, if not already begun.

No bridges have been made and none are included in the above figures; simply fords and crossings have been blasted out or paved as found practicable.

4. Details are given in the following memorandum of the work actually completed on the western trace opened by the new company without assistance from the Government:—

MEMO.

The trace is completed from Munaar to Aneikolam, about 24 miles (estimated distance Aneikolam to Kodamangalam 20 to 24 miles); it was found impossible to cross the ridges from Aneikolam to Niriamungalam (bottom of Valentine's trace).

Earthwork 4 feet in the solid completed to 23½ miles.

Revetting and blasting completed and road open for pack traffic to 10½ miles, and again from 18th to 21st mile; the whole 24 miles should be passable in two months from date.

Bridges—one of 90′ at 9½ mile post, sawn timber, cost Rs. 690, dry masonry of squared stone, piers and abutments; *one* of 20 feet span, dry squared stone abutments (in course of construction) sawn timber; *one* at Nallathanni (at junction of roads) 25′ span, dry squared stone masonry abutments, just begun to cost Rs. 390.

One will be required at $24\frac{1}{2}$ mile where the trace crosses the Nadiar.

	RS.	A.	P.
Cost to date in 1895 about	6,000	0	0
" " " 1896	29,213	13	2
	35,213	13	2

Mr. Benzie, the surveyor, is expected to return and resume the trace this month from Aneikolam in the direction of Kodamungalam. The trace, so far, is through comparatively easy country, except that it is forest, not many precipices, and not many rivers, and the gradient is nowhere steeper than 1 in 17.

5. From the above it will appear that from the point of view of planting interests, the west route would probably best serve the greatest number of estates, while in future the only company which has the capital to really work this large concession will open on the western side through its property, in which direction the new road it has opened runs for 20 miles. Of course all estates will benefit by the opening of either route. This must be remembered. The groups have not irreconcilable interests. It must also be remembered that the same company is opening out the northern route as shown above, and that the eastern access from Bódináyakkanúr must be kept open and improved. Though this eastern road cannot ever be converted into a cart-road except at great expense, by which the Travancore Government would not perhaps very much profit, yet supplies will probably for many years, if not for ever, come up this way from Bódináyakkanúr and the Madura side.

Whether therefore the Travancore Government aids the outlet on north or west, it has to keep open the track to its frontier on the Madura side, which is now far from adequate to its considerable traffic of coolies and pack animals.

6. But in fact the direction in which aid should be given towards opening out this isolated part of Travancore should be determined chiefly by administrative and political consideration. When in 1877 Mr. Munro, who was stationed in the locality as magistrate, obtained, in conjunction with Messrs. Turner, the concession of 200 square miles more or less from the chief or zemindar, or jenmi of Pooniat, the Travancore Government apparently held that that chief had no right to alienate, being only a lessee; "but in order to be generous to a foreign chief who had lived under the protection of Travancore for centuries and because Mr. Turner's clients would feel greatly disappointed if called upon to purchase the land by auction and because of the chances of a law suit," the Government ratified the concession on certain terms. The Pooniat proprietor was not apparently put to his proof, and this magnificent field for enterprise and site for a sanatarium passed into the hands of a private company, which sold its land to the North and South Sylhet Tea Companies called in this memo the new company or Sir John Muir's company. These companies bought in the open market, and their title is of course unimpeachable, as was that of the old society after ratification by Travancore Government.

But it may safely be inferred that had this tract been in communication with Travancore, the Government would have made better terms. At any rate in its own interests and in those of the industry it has allowed to grow up, and to the end that order and good government may prevail among the increasing mixed European and Indian community now settled upon no less than 36 different estates, it should now be brought into communication with the Travancore low country first of all by a bridle-path, which should, as soon as it proves an effective and good trace, be converted into a cart-road.

7. Political and administrative considerations all point to a western outlet as the immediate necessity. In 1891 Mr. Valentine, an engineer of the Travancore Government, made a trace from Niraimungalam to Munaar and thence across the concession by Aneimudi saddle down the Tulliar valley to the frontier below the hills on the northern side where the State marches with the Coimbatore Collectorate. Niraimungalam is a mere geographical expression, and any point below the hills would suit Government equally well. The point is that communication should be opened. It is astonishing to find that the Pooniat chief or zemindar or jenmi quite lately called on the new company to relinquish the concession ratified by the Government of

Travancore, that he leases out abkári contracts without objection in the Anjenaad valley, and actually established two liquor shops within the concession, that his manager endeavoured to levy tolls and customs at the Coimbatore frontier the other day, that he claims royalties through vast tracts, and that his tenants in the Anjenaad style themselves, as I have heard myself, "the vassals of His Highness the Maharaja of Pooniat." At this late stage a commission is sitting to investigate pretensions which amount to those of a ruling chief. The Travancore Commission can of course only investigate claims to proprietary rights, and as the chief or jenmi goes to the Travancore Courts in order to eject his tenants, it may be presumed that he does not himself look seriously upon the claims he nevertheless somewhat persistently advances to a kind of semi-independence.

8. But that they should exist shows very clearly how utterly disconnected from Travancore this tract is, and how completely it has been neglected in past times. I would recommend—

(i) That the Government pay nothing now on account of the northern trace, which the old society's and the new company's work will fairly well open out, but that it should consider the claim of the new company to the sum of Rs. 12,000 above mentioned if it opens out the northern cart-road. Such sum would be a mere fraction of the total cost of such a work.

(ii) That out of almost a lakh of rupees of revenue resulting from land sales in the high range, a good round sum be spent in improving the Bódináyakkanúr or eastern outlet, which will always be much needed, and is of great use to cardomum administration.

(iii) That of the six new European engineers one be settled for a period at any rate at Devikulam and on the slopes east and west of that station.

(iv) That on the land revenue (Rs. 6,000) and money received from sales of forest produce, stamps, &c., the communications of this district be considered a first charge. The export coffee duty and the land-tax will soon largely increase, the former must be doubled in two or three years, and there is, humanly speaking, no prospect that tea will, like coffee in the south, prove a precarious industry. It has at any rate shown no such disposition in the past.

(v) That another European officer be added to the Pooniat claims inquiry, and, if possible, one having knowledge—such an one is available—of the Kannan Devan hills and of the great inconvenience resulting from the present state of affairs to residents who have a right to know under what conditions—administrative and political—they live and prosecute their industry, or that certain issues be referred to such local officer.

(vi) That the Assistant Cardomum Hills Magistrate be not required, unless under exceptional circumstances, to reside at the distant station of Peermaad (miles). His work in connection with cardomums can be better done from Devikulam, which is nearer to his stations and to the ryots concerned, who live just below in Madura. The high range is hardly, if it all, less important than the Peermaad district, and the latter, unlike the former, has a native magistrate whose powers could perhaps be raised to those of the second class.

(vii) That the magistrate of Devikulam be made a Justice of the Peace if eligible.

(viii) That the police force be increased.

(ix) Above all that communication with the Travancore low country be opened at once. The new company has opened a capital trace for upwards of half the distance to the plains without any positive guarantee of help. Surely this is an excellent opportunity for the Government to help itself by completing this trace till it joins a cart-road on the plains. The cost would probably not be one-third of the revenue received in all this year from the tracts served. The arguments of Mr. Jacob against this trace, namely, that in part it passes through a feverish and elephant haunted terai apply equally to all hill ghâts, and would, if allowed, negative the development of all such tracts. As to his other arguments as the present Diwan said to Mr. Thomson :—

The question discussed by Mr. Jacob as between the eastern and western lines of communication is a very important one, and demands mature consideration. The high range is now shut out from all access on the Travancore side. As it grows in importance and interest, a through

communication with the low country will have to be provided sooner or later for administrative purposes at least, if for nothing else. Otherwise the tract will remain isolated, and Government will have no small difficulty in coping with its administrative needs. No doubt the construction of a cart-road from Travancore low country to the high range will be attended with more than ordinary difficulties. The cost, too, must be abnormally heavy. But the work is not expected to be done all in a day. Up to Niramangalam there is already a road which Mr. Jacob is himself for improving as a means of developing the resources of the country all along. A good trace being laid at a moderate cost, to take the line on to the mountains, it may be gradually worked upon with what funds may be available each year. The difficulties and cost are not to be measured by the present advantages alone but by those for all time to come. Future generations will forget the cost but will enjoy the benefit in an ever increasing degree, as in the case of the Vurkalay tunnel, and the ghât roads to Peermaad, Aneikavu, Ponmul, Muttukuli and Ashamboo. Mr. Jacob has failed to consider this aspect of the question.

In these remarks I entirely concur and of the recommendations I make, the last, which is much the most important, is based upon the same considerations, though I propose using the new company's trace as far as it goes which is probably half of the whole distance. It had not been cut when the Diwan wrote. An arrangement would have to be made whereby full rights to Government and the public would be conceded over this trace if Government continues it to the roads in the plains, and when the whole road is complete, it should, I think, be a public road, the repairs of which would devolve upon Government. It may be noted that the new company's trace stood the late south-east monsoon, one of the heaviest ever known in this locality. Power would have to be taken for subsequent conversion into cart-road without payment for additional land required.

9. No one who has not travelled in this region can well appreciate how remote and inaccessible it is. The estates lie around Aneimudi, the highest mountain south of the Himalayas, at elevations varying from 2,700 to 5,400 below its summit. Some are exposed to the full fury of the south-west monsoon, others receive a plentiful north-east rainfall, a few are so situated as to escape either extreme. With the western coast there is no communication and ridge after ridge of hills extends towards the sea; from Aneimudi to the South Indian Railway at Ammyanáyakkanúr is 86 miles of which 40 are only traversed by a hill goat track; from the same point to Coimbatore on the Madras Railway the distance is much the same by goat track and by cart-road. To Peermaad it takes nearly a week to travel about 90 miles with a camp across hills much like the highest portion of the Wynaad, and from Peermaad to Cochin by road and backwater is 88, and to Trivandrum 149 miles. By way of Bódináyakkanúr and the Periyar it is only a mile or two under 100 miles to Peermaad and so nearly 200 to Cochin and 250 to Trivandrum. Nor must it be forgotten that roads are bad, carts and coolies scarce and rain for several months continuous on hills and valleys. In these tracts changes are not quickly appreciated. The last Pandyan king of Madura died 350 years ago, but the east side of the hills is still called his, and the Pooniat chief, jenmi or zemindar in asserting his claims talks of the British occupation as a recent incident hardly to be looked on as a disturbing element in the history of his tenure, of a large tract now partly Travancore and partly British India.

Though I travelled continuously, seldom halted, and whenever possible made night as well as day marches, it took me from September 26th till November 3rd to get over the country and to return to Trivandrum *viâ* Cardomum Hills, Periyar, Peermaad, Kottayam, and Quilon.

From the figures given of present cultivation it appears that this district has already nearly 6,000 acres, as against 5,000 in the Peermaad district, under tea and coffee, while in 1897 it is probable that the former figure will rise to over 8,500 acres. Still larger advances are contemplated, and it will no longer be possible to look on the Kannan Devan Hills, as a border land between Madura and the mountains, in which Travancore is regarded as a distant, and a foreign, country.

TRIVANDRUM,
November 10th, 1896.

J. D. R.

1896
PSL
Enclos. No. 1
To
PD No. 661.

CHIEF SECRETARY'S
20 NOV. 1896
GOVERNMENT OF MADRAS

D.O. No 661

Trevandrum.
11th Novr. 1896.

My dear Arundel

Will you very kindly refer to Price's D.O. to Hannyngton of 9th May 1891. He says:—

"With reference to correspondence ending with your D.O. of 23 March I am to say that in the opinion of Government the question of the opening of roads to the North Travancore Planting Society's estates is one which should be left entirely to the discretion of the Durbar. You should not put pressure on them either in favour of or against the project".

2 This letter would not preclude me from advising the Durbar to open out any communication

required for general, political or administrative reasons merely because it benefited a Society, or its successor in title, or the planting interest in general.

3 But in fact the whole position is much changed.

4 In 1895 I was anxious to visit the Kannan Devan Hills, but found it impossible. Poor Inge's had just been up there, but he died almost directly after his return. I took the earliest opportunity that offered & have spent October in seeing the country. In spite of adverse weather to be expected at that time I managed I think to post myself pretty

well & I have embodied my views in a Memo: as short as I could make it, printed with your very kind permission at the Govt. Press. A copy is enclosed.

5 My chief recommendation is concurred in by* the Diwan & both he & His Highness have expressed to me their willingness that some thing should be done.

6 There can be no doubt that the population of this tract has cause to complain & does complain in the press & elsewhere. Recommendations v. vi. & vii are already receiving at attention, but as regards roads, I have not made any very definite recommendations as yet.

* see quotation from his letter to Thomson.

For greater safety I should like to have orders, or at any rate, an intimation that no objections are entertained to my tendering such advice, before I take any action which might possibly — though I hardly think it — be considered to conflict in any way with the terms of the Govt. D.O. referred to in the commencement of this letter. I enclose map [to be kindly returned]

7 I think too that Government & the Travancore Government may like to know something about this remote, & hitherto neglected, tract. Perhaps no objection exists to giving Dewan a copy, after I get an answer from you?

But please see extract from a subsequent D.O. put up

Yours sincerely

J. D. Rees.

Hon'ble

A. T. Arundel

Extract of D.O. from the Honourable Mr. J.D. Rees, C.I.E., dated 18th November 1896:-

" About the memo I sent you on planters roads. Reading it over I see one or two things copied from my notes, which of course would not be communicated to Durbar.

E.G. what is said about tea tax and raising tariff valuation of coffee.

These are things I should not suggest at all-at the the moment I was thinking how funds would be raised for open--ing out N. Travancore if the tract had to find the money but in fact funds are available and no question arises.

You might kindly amend my letter in this respect. "

:::::

Copy of Extract

[G. / 25]
500—3-10-96.

Political DEPARTMENT.

D.O. No 661.

1. H. E. THE GOVERNOR.
2. THE HON'BLE MR. BLISS, C.I.E.
3. THE HON'BLE MR. GROSE, C.I.E.

SUBJECT.

Roads in North Travancore

FOR ORDERS.

Nothing in the world is thus marked urgent & my attention diverted from really important business like the new contract &c. Really the way in which papers are marked urgent without reason is a perfect nuisance.

DP
26/11/96

vide D.O. 226 29-5-91 A

North Travancore Land Planting and Agricultural Society

The proposals which the Hon'ble Mr Rees makes for opening out the planting portion of Travancore by roads are contained on page 6 of his memo. The reason why he asks for the permission of Govt. before placing them before the Travancore Darbar is because when in 1891 a similar proposal was made by the planters & connected with the the then Resident was told that the question was one which should be left entirely to the discretion of the Travancore Darbar and that no pressure should be put either in favour of or against the project.

The Hon'ble Mr Rees also enquires if there is any objection to his

furnishing

furnishing the Diwan with a copy of his memo (with certain omissions). It is submitted that, if it is considered that there is no objection to ~~his~~ the Resdt tendering such advice as he wishes to give, it would be as well to let the Diwan have a copy of the memo. From paras of the Honble Mr Rees's do. it will be seen that both the Maharaja and the Diwan have expressed their willingness that something should be done.

A good map of Travancore ~~hills~~ is contained in the book entitled "Native States" × C

Cwd 21/11/96

All the facts Mr. Rees has obtained & recorded with the reasons pro & con the different lines of road may be advantage ~~not~~ be communicated to the Durbar – excluding the portions noted in Mr Rees's do. of 18th

It wd. seem that it wd. be going too far to communicate the Resident's "recommendations" to the Durbar. They wd. be ×

× taken perhaps in the light of commands & the policy laid down in 1891 (flag A) may be adhered to.

AA 23. 11. 96

The facts obtained and recorded should certainly be communicated. Mr Rees informs me that the Maharajah and the Dewan ~~would~~ desire to know his recommendations, given on page 6 of his Memo.

If Mr. Rees communicates them strictly as his

his own personal views of what should be done, I do not think his act will constitute any violation of the policy laid down in 1891.

J. G.
26/11/96

A. S. H.
26.11.96

G.
75
—19-8-96.

NOTE FOR THE ~~UNDER~~ Chief SECRETARY.

With reference to the Hon'ble Mr Bliss' pencil note it is submitted that this paper was treated as urgent as the Hon'ble Mr Rees said that he wished to speak to His Excellency and to Hon'ble members on the subject.

Cuds
30.11

Yes. I know.
It is not while sending reply
A.H.M.
A.H. 1.12.96

es

(From orders)

Political Dept.

D.O.

My dear Nicholson

With reference to Rees' D.O. of the 11th ultimo on the subject of roads in the planting districts of Travancore I am to say that there is no objection to your communicating to the Darbar the facts which he has collected as also the recommendations on page 6 of the printed memo. The latter should, however, be communicated as Rees' personal views of what should be done so that the policy laid down in Price's D.O. of the 9th May 91 may ~~not be violated~~ be maintained.

You should not of course furnish the Diwan with such portions of the printed memo as are referred to in the accompanying extract from a D.O. from Rees.

I return the plan which Rees forwarded.

J. A. Nicholson Esq.
with plan, extract from D.O. & a copy of me..

DSS/10 8/12

Cued 30.11.96

[initials] 1.12 Yours sincerely
(From orders).

Political

20

My dear Nicholson

With reference to Res. 20 of the 11th instant on the subject of roads in the planting districts of Travancore I have to say that there is no objection to your communicating to the Darbar the facts which he has collected and also the recommendations on page 6 of the printed memo. The latter should, however, be communicated as Res.' personal views of what should be done so that the policy laid down in Govr.'s Res. 20 of the 9th May 91 may not be violated.

You should not of course furnish the Durbar with such portions of the printed memo as are referred to in the accompanying extract from a Res. from Rees.

I return the plan which

Rees has sent [illegible]

First copy sent to Press.

Returned for Signature.

Despatched.

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